

Mails.

NORDDEUTSCHER LLOYD.

BRUNNEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY. LUITPOLD" Capt. H. Kerschner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. O. Fahnke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenet	FRIDAY, 5th Nov., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembili	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSKILLER, VIA PORTS	ERNEST SIMONS	Girard	8th Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILLER, VIA PORTS	TOURANE	Bourgo	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILLER, VIA PORTS	ERNEST SIMONS	Girard	Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSKILLER, VIA PORTS	ARMAND BEHIC	Guionnet	23rd Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 16th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Française des Indes et de l'Extrême Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES MANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The docking derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Stee Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 6th Edt.

Lieber, Scott, A. I. and W. I.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine	Per Bot.
V.O.C.B. Guaranteed 20 Years	\$2.50
Old	5.50

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DANIEL'S PATENT MOTOR
LAMP GLASS,
AC., AC., AC.

Sole Agents for
F. GUSON'S SPECIAL ORNAMENT
and
P & O. SPECIAL LIQUOR BOTTLES
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

OSMAN & CASUM,
1 & 3, D'AGUILAR STREET.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed.
Hongkong, 6th September, 1909.

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Hongkong, 6th September, 1909.

WIRELESS.

MR. MARCONI'S SCHEME.

TO LINK THIRTEEN THOUSAND MILES.

"My ambition is to link up the Empire by wireless telegraphy." As he spoke to a London Press representative, Mr. Marconi sat with a map of the world before him. His scheme has already been made known in South Africa, where he proposes a central station with 1000 miles range as one link of an imperial chain. "Complications with existing communications are a difficulty. This has yet to be overcome but we shall succeed." Mr. Marconi spoke confidently. "An imperial wireless service, with stations at certain distances from each other around the world, is entirely feasible."

He then illustrated his method of spanning space without wires. Pins served as wireless masts. As his fingers moved the work grew. A distance of approximately 2,950 miles would be covered by the wireless communication between England and Australia. Eleven stations would be used. These stations are set out below:

England-Malta, 1600 miles; Malta-Cairo, 1050; Cairo-Aden, 130; Aden-Bombay, 650; Bombay-Colombo, 600; Colombo-Singapore, 1550; Singapore-Perth-Adelaide, 1200; Adelaide-Sydney, 700; Sydney-Wellington (New Zealand), 1200; total, 12,950 miles.

"Branching from this chain at Singapore," explained Mr. Marconi, "would be the link to China—a 1600-mile service between Singapore and Hongkong." To Africa Mr. Marconi has tentatively mapped out two routes—one east, one west. These may be outlined thus:

East Route: Aden (from Australian "chain") to Mombasa, 1150 miles; Mombasa-Darban, 1000; Durban-Cape Town 700; total, 3780 miles. West Route: England to Bathurst, 3050; Bathurst-Sierra Leone, 400; Sierra Leone-St. Helena, 1500; St. Helena-Cape Town, 1700; total, 6500 miles.

"All alternative routes to India and Australia, connecting these countries with West Africa, could be effected by erecting a station at Mauritius—2200 miles from Cape Town—and one at Nelson Island, 1150 miles from Mauritius and 1000 miles from Colombo, observed Mr. Marconi. He pointed out that the wireless communication with the western hemisphere is already made by the stations at Chiffen (Ireland) and Glace Bay (Cape Breton). This is a distance of 2500 miles.

"Also in my imperial chain," he added, "is a station at Montreal to communicate with Jamaica 1900 miles away, and also with British Guiana, 1300 miles from Jamaica. And the British Guiana Station would also offer a direct link with Bathurst (West Africa), 2700 miles away."

THIRD DEGREE OKRAAL.

NEW YORK POLICE METHODS

A vivid description of the system known as "the third degree," by which the New York Police endeavour to obtain confessions from criminals is given by Inspector McCafferty, of the Manhattan detective force.

This is the first official explanation of the process, and has been made in reply to considerable foreign criticism of New York police methods, in which the fairness of the system has been questioned. Inspector McCafferty, who is chief of the Detective Bureau, said:

"If you are suspected of committing a crime, say a murder, you will be brought before me, and you will tell me exactly how you found the body. But, before I see you, your entire past will be investigated: your habits, your mode of life, and possible motives for the murder. Then you are brought here to my office, and I look over you. I have already a fair idea of your personality through my knowledge of your life. This combined knowledge determines the form of the 'mental' question to which you will be subjected.

"No two men are put through the same third degree. It would not work if they were. Every man's vital spot is located in a different part of his brain. I have to appeal to a different quality in every suspect. If you are, for instance, an educated, intelligent young man, I should hammer at your brain and imagination. You would tell me over and over again, from every possible angle, the details of the crime. I would picture for you vividly the horror of the thing that has been done.

"In your case, inasmuch as you are a fairly high grade man, it is probable that I should use no tangible evidence to heighten the mental effects. All my energy would be bent on subjugating your brain to mine. By making you repeat your actions on the night of the crime, I should hope to entangle you. By appeals to your imagination I would hope to break you down.

"If I could not break you down, I should have to let you go, if there were no direct evidence against you. But, if I were sure of your guilt in my own mind, you would be followed. You would know nothing of it, but you would be watched for months. It would be a pretty hard thing for you to get rid of any money you might have stolen at the time of the murder.

"A more stolid man of limited intelligence is treated differently. A dull intellect needs something tangible to bridge the crime home to it. Take, for instance, the man who killed the clerk in Mills Hotel No. 11 (New York's Row on House). Questioning and threats did not shake him. He broke down when I suddenly thrust into his face the bar of iron with which the murder had been committed.

"It is all a question of the weaker mind breaking before the stronger, only in some cases there is no mind to break. Then we have to help the mental picture with things that the eyes can see. The temperamental type, the highly strung man, breaks down first. The more stupid a man is, the harder he is to impress.

"It is a strange thing that they all give way suddenly, and break down completely, when they do throw up their hands."

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3. A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
4. A CONE point downwards and BALL below	Indicates a Typhoon to the South of the Colony.
5. A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
6. A CONE point downwards and BALL below	Indicates a Typhoon to the West of the Colony.
7. A CONE point downwards and BALL below	Indicates a Typhoon to the North-West of the Colony.
8. A CONE point upwards and BALL below	Indicates a Typhoon to the North of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Red Green Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. G. FROST, Director.

1909 10 27



Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR

FOR LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW, CALF.



DAINTY SHOES

FOR AFTERNOON AND EVENING WEAR.

THE "PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.



Built on Anatomical lines and recommended by eminent chiropodists. The Finest English Leather only used in the construction of these shoes.

STOCKED

BLACK GLACE, TAN GLACE, BLACK CALF, TAN CALF.

BY WM. POWELL, LTD. ALEXANDRA BUILDINGS.

To Let.

TO LET.
IN No. 6, DES VOUX ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [58]

TO LET.
GODOWN, No. 4, PRINCE, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1909. [730]

MODREENAGH.
DWELLING HOUSE, to Let at Peak, partly furnished.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st September, 1909. [724]

TO LET IN CANTON FROM 1ST PROX.
TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yards and Servants' Quarters on Shameson Lot 55, now in the occupation of the Mitsui Bussan Kaisha.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [694]

TO LET.
KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.
OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road, Central (formerly occupied by Messrs. Shaw, Tones & Co.).
Apply to—
THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.
Hongkong, 11th September, 1909. [182]

TO LET.
NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 OLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-MEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRINCE EAST, BLOOMING BUILDINGS, and No. 108, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VOUX ROAD CENTRAL 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June 1909. [5]

TO LET.
GODOWN, No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June 1909. [5]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.
WEEK DAYS.
7.40 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.
SUNDAY.
8.15 a.m. to 9.15 p.m. 11.10 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON, General Managers.

THE ONION.

VALUABLE MEDICINAL PROPERTIES.

SPLENDID COMPLEXION REVIVER.

Many people turn with disgust from the suspicion of the onion in any dish at table, whether it be purer, soup, stew, salad or the bulb plain boiled. Yet the onion should be reckoned with as a dietary friend, and not as an enemy. A hot and keen-biting, ill-savored friend it may be, but one altogether splendid in its operations, cleansing and opening the myriad minute sewerways, in their encasing sheaths of skin, and thrusting out through their proper channels, the pores and other outlets of the body, the foul matters held by the blood. Thus, as a skin tonic and a restorer of Nature's finest, freest state to the faded skin, it is one of the best complexion revivers in existence.

A KILLER OF GERMS.
Those who eat the onion may depend on soon possessing soft and supple skin, with firm and wholesome flesh beneath, and pores freed from acne, working easily and well. Krup ions will disappear under the germ-killing influence of the lily-bulb of the kitchen; and there will be no need for the eaters of it to fear plague or infectious sickness. To microbe, germ, bacillus, whether of the insidious influenza, smallpox, or any fever, the kitchen lily is a determined foe; disease germs cannot live in its presence or thrive in human blood charged with its juice.

The onion is a killer of germs already taken into the blood. The white corpuscles in the vital current are rendered strong by its presence, and are enabled to enclose and absorb the microbes that would cause disease, perhaps death. Besides being able to revitalize, purify, and refresh the blood current, the onion is a most powerful stimulator and cleanser of the stomach and liver, its presence enabling these two organs to do their work far better, by relieving them of disease particles, and by acting as a strong tonic.

CLEANS THE STOMACH.
Mark the effect on the membranes of the mouth when a slice of raw onion is masticated. Instantly the channels of the salivary fluid are opened, the mouth "waters" and pours into the mouth-cavity a perfect flood of Nature's first digestive juice charged with the powerful ptyaline that can convert all starchy substances into the sugar which alone the tissues can absorb. Even the tear glands of the eyes pour out their waters at the approach of the keen onion, not waiting for any contact; and so it will not be a matter for wonder that the soft, delicate membrane of the stomach coatings should flush pink, and be excited into strong action at the entrance of the biting bulb, which in no longer receives therein than all the gastric glands are set busily at work, pouring out the second digestive juice that converts all nitrogenous matter into the peptones that the tissues must absorb.

No stimulus acts more strongly on the gastric glands than Dr. Onion's juice; so nothing cleans the stomach better. The liver, also, feeling the influence, pours out its bile, which mingles with the pancreatic juice in the intestine beyond the stomach proper, to act upon all fats and oils which are dealt with there.

Thither goes the fine volatile oil contained in the onion's juice—the first cause of the great dislike to the valuable food. For the bile and pancreatic juice together are able to emulsify all fats contained in the thick chyme that enters from the stomach, so converting it into the thinner milky chyle that can be absorbed by way of the little lacteal channels directly into the blood for further conveyance into the general circulation. But the tiny globules of volatile oil of the onion are so fine that very many of them escape the emulsification that awaits all fats beyond the stomach gland, and they are conveyed intact, with all their purifying power into the blood-current, in company with the frothy, milky chyle in which they are afloat. Through the skin-passager, even into the air passages of the lungs, and everywhere penetrate these little oil globules, the mighty slayers of all noxious humours in the body, and the cause of the peculiar smell that accompanies the breath of the onion eater.

PRESERVES THE TEETH.
No one likes the smell of onions, and herein lies the objection to the bulb; even in the estimation of the most rabid seeker after the beauty of health brings. Such a smell is not only disagreeable, but is supposed to indicate a coarse appetite, to suggest all manner of nasty tastes, both in eating and in manners. It is only reckoned fitting that ploughboys and clodhoppers should eat of onions; dainty ladies never. Yet the teeth that can work upon the onion are teeth secure from attack of fatal fungi forms that are the cause of quick decay; the eaters are safe from toothache, gripe, or neuralgic pains, and teeth already in the clutch of ill may have the decay arrested for a long while by the timely use of the all-powerful bulb.

What teeth are whiter and stronger than those of the Italian or Spanish peasant? Yet a great onion, of the mild type that grows in the warm southern lands, will often form the sole dinner of these people of robust health and ivory teeth who do not mind either the pungent taste or the strong resultant smell exhalant from the vapour of their breath. For lovely teeth like theirs, one ought really to be willing to do more than eat allium cepa, the teeth-preserver.

A SLEEP-GIVER.
Is one given to lying awake at nights? Then, again, Nature's compact medicine chest is at hand, where allium cepa is, and the lily bulb comes forward as a strong soporific—a sleep-giver. For by means of the abundant phosphorus, the free phosphoric acid, contained within its juicy tissues, the onion is a splendid nerve, that can calm and soothe the harassed nerves, giving peace and nourishment to the faded brain, and by so doing, calming the irritation into rest, and inducing sleep. By this good action on the nerves it is that the onion is reckoned so useful in neuralgia, wherever that distressing malady occurs.

RIDING THE SYSTEM OF A COLD.
The onion has also great power in breaking up an incipient cold, as well as riding the

system of a cold already upon it. For it is a splendid warmth-giver to the blood, when eaten raw, and can impart such a glow of heat to the vital current as no other food substance can give. Of course this is due to the hot acidity of the bulb, the cook will say; but it is partly due to the very abundant carbon which the onion carries in its substance. This carbon is chemically of the same nature as the coal we put in our grates, and its action in the body is practically the same as the action of the coal in the fireplace, since the carbon of the onion fires by natural combustion, so soon as it comes in contact with the oxygen in the blood; hence the great heat evolved, which strengthens the system, and aids it to drive out colds. Catarrhal patients derive enormous benefits from the onion, which, during the influenza epidemic in England a few years ago, was recommended by medical men as a good preventive and curer of the malady, though many patients refused to touch the bulb owing to its unpleasant smell, preferring, instead, to let the disease run its course, and to take the risk of succeeding weakness. It seems strange that the benefits of the kitchen lily should not be held to outweigh its one unpleasantness. But it is said that a slice of dry bread eaten after it will absorb much of the odour from the breath; also that the eating of parsley is good for this, as well as the eating of a stick of celery; so none need refuse the onion because of its smell.

COTTON YARN IN JAPAN.

HEAVY SLUMP IN THE MARKET.

The raw cotton market still continues firm, American "good fair" being quoted at about Y42 per picul, while Indian "Yeomani" and "Akola," which are most in demand, have advanced to above Y32 per picul. On the other hand the cotton yarn market in Japan has been steadily declining. At the present quotation of raw cotton it is regarded as being a difficult matter for spinners to cover their working expenses, even if the yarn market is maintained at above Y30. Yet the yarn-market went down to below Y26 on Saturday on the Osaka Yarn Exchange, and the difficulties of cotton spinners have been consequently aggravated. The slump in the market is due to the depression in the textile goods trade. The difficulties which have overtaken the weavers in the Kwantoo district have resulted in the failure of two or three of their number, and this in turn has driven bankers to exercise great caution in their dealings with weavers, resulting in the circulation of money among the latter being checked. This has led to a heavy decline in the market for fine yarns, which are in large demand in the Kwantoo district. The "Hakuba" (white phoenix) brand, which was quoted at Y23 until recently, is now no more than Y15. This severe drop has reacted on the demand for coarse yarns, which was already becoming depressed, owing to the fact that the busy season for farmers, which is now approaching is one of slackness in the demand for yarns. Yarn dealers, discouraged by these circumstances, have hastily unloaded their stocks at a sacrifice, which has also contributed to the slump. The spinning companies, however, are not inclined to sell at a low price, and the export market is maintained fairly well. Even the product of the Sakai Spinning Company, the rate for which is officially fixed on the Yarn Exchange at Y2 lower than the other brands, is finding a sale at Y27. In consequence quotations for prospective bargains on the Exchange and spot delivery have gone up. The stock of coarse yarns is becoming smaller, and the supply offered being very low, it is expected that the present slump will be merely a temporary phenomenon resulting from the general feeling on the Yarn Exchange.

KANAGAWA AND FUJI SPINNING LOANS.
We learn that two loans of Y3,000,000 for the Kanagawa and Fuji Spinning companies respectively from the Mitsui and Mitsu Bishi Banks, which had been under negotiation for some time, have now been agreed upon. The terms arranged are that the actual amount receivable shall be paid at an interest of 6 1/2 per cent. to be redeemed in five years after completion for three years. The terms are to be applied if the debentures are placed on the public market, but the banks are desirous of underselling the whole amount themselves without placing the debentures on the market, and want the actual amount payable to be reduced to Y2,500,000 or Y2,000,000 at the most. It is expected that the spinning companies will make some concession in order to fall in with the wishes of the banks—Japan Chronicle.

Intimations.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.
He has a good method of training Europeans to pass in the Chinese examination, and possesses of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.
Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.
Hongkong, 5th September, 1909. [638]

D. NOMA, PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS.
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY PRINCE OF WALES, then H. R. H. THE DUKE OF YORK, and H. R. H. THE EMPEROR OF RUSSIA, and having 4500 testimonials from all sources.
My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing walks some species of engraving, care must be taken to have the work done in a perfect, high-toned manner. In order to take special precautions against possible dangers, I use fresh materials daily.
The copying of Portraits, with distinct imitations, especially.
Hongkong, 1st September, 1909. [100]

Intimations.

MAGISTRACY.

IT is hereby notified that a MEETING of HIS MAJESTY'S JUSTICES of the PEACE for the Colony will be held at the Magistracy, at 2.30 P.M., on FRIDAY, the 5th day of November, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one DAVID FROMAN for a publican's licence (to sell by retail intoxicating liquors on premises numbered 332 and 334, Queen's Road Central, under the sign of "The Land We Live In Hotel").
F. A. HAZELAND, Police Magistrate.
Hongkong, 25th October, 1909. [735]

LOST.
SOVE KEYS on a CHAIN. Small reward to finder.
J. S. B.,
C/o Hongkong Telegraph.
Hongkong, 23rd October, 1909. [732]

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL
ON
FIRST FLOOR OF NO. 25 DES VOUX ROAD CENTRAL (opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:
From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.
Embroideries, Silk, Oil and Water Colour Paintings.
Curios and Periwines.
Screens, Pictures and Photo Frames.
Preserves and Canned Goods.
Writing Inks and Paper, &c.
Hongkong, 25th September, 1909. [675]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at
No. 39, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

"AN INSPECTION INVITED."

Hongkong, 25th September, 1909. [722]

For Sale.

FOR SALE.
JUST RECEIVED:
A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

in packet of 10 cents each
AND
Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACA & CO.,
27, Des Vaux Road.

Hongkong, 9th October, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, DUNDRELL STREET,
HONGKONG.

Hongkong, 21st September, 1909. [11]

Entertainment.

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of
HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, October 30th, from 2.30 to 7 P.M.
Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe).
6.15.—Play "A Pair of Lunatics" (Caste: Mrs. Worthington and Captain Baird, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters.
Proceeds to be divided amongst various local charities for children, and the Hongkong Club in the M. C. L. Home at Otterhaw, Surrey.

NO CHITS TAKEN.
Hongkong, 18th October, 1909. [721]

Consignees.

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong, Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of October, at 9.30 A.M.

All claims must reach us before the 28th of November, 1909, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. Bayern from Smyrna.

NORDEUTSCHER LLOYD,

MELOHRS & Co.,
General Agents.

Hongkong, 20th October, 1909. [5]

FROM EUROPE.

THE H. A. L. Steamship

"BRISGAVIA,"

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong, Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd October, 1909. [729]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"

FROM YACOMA, SEATTLE, VANCOUVER, TACOMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th October, 1909. [10]

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London: ex S.S. Cordouan and Charente, from Havre ex S.S. Charente, and from Bordeaux ex S.S. Ville de Dunkerque, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong, Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be loaded here.

Bills of Lading will be countersigned by the Under-signed. Goods remaining undelivered after MONDAY, the 1st November, 1909, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Nov., or they will not be recognized. All damaged parcels will be examined on MONDAY, the 1st November, at 1 P.M.

No Fire Insurance will be effected by us in any case whatever.

P. DE CHAMPAGNE,
Agent.

Hongkong, 15th October, 1909. [11]

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALTIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

with the exception of Chingfai, show a decrease, of which one-fifth (Tls. 9,505) is due to the decline in opium revenue. The increase of Chingfai (Tls. 2,547) is derived from coal. The decline in general cargo duty is due mainly to decreased importation of cuttle-fish, ground-nuts, match, kerosene oil, sapanwood, white sugar, tobacco, and flour, and exportation of cattle, coarse china-ware, ground-nut oil, pigs, and tea. The section of the report on foreign goods may be given in *extenso*. Mr. Harris writes:—"Foreign goods entered China from Hongkong via the Kowloon stations during the year 1908 to the value of Hk. Tls. 30,979,381, an increase over the previous year's figures of over 1 million taels. Cotton goods show decreases under most headings, with the exception of white shirtings, and more especially cotton thread, which continue to advance satisfactorily. Business in piece goods has been dull owing to the high exchange. Indian cotton yarn passing our stations has dropped to 458 piculs, a fall of over 50 per cent. on the figures for 1907 and the lowest amount recorded in our archives since 1903. Yarn appears to have shared in the general disturbance in commercial dealings caused by the fluctuations and continual fall in silver. The bulk of the trade in this district is carried by steamships to Canton, and of which we have no cognizance. The local trade in the Indian production has advanced considerably during 1908. The disavowal into which, from various causes, Japanese yarn has fallen materially assisted Bombay. It has been stated that the Indian yarn consigned to southern Chinese ports and to Tonkin, through Hongkong as the distributing centre, has reached some 220,000 bales during the course of the year, the estimated value being \$24,750,000. Of the items under metals, yellow metal sheets, iron and mild steel, oil-rail, and lead in pigs and bars show increases, while iron and mild steel sheets and plates, old iron and mild steel, and steel in bars and plates have declined. It must not be forgotten that the tendency to employ foreign-fitted lighters towed by steam-launches to carry machinery, metals, oils, etc., cuts considerably into the native junk trade. This traffic appears to be on the increase and calls for further regulation than has yet been accorded to it. Business in metals has been dull owing to high gold exchange rates. American kerosene oil has risen from 169-855 gallons in 1907 to 453,020 gallons, while Russian has fallen over 60 per cent. to 241,975 gallons and Sumatra by nearly 50 per cent. to 604,175 gallons, the latter figures being a little over a quarter of that passing through our stations in 1905. It is understood that the better class of Chinese object to the odours thrown off by the two latter oils. No Burma oil was imported by junk. Owing to present fiscal conditions many of the delta districts are, I understand, served from Canton, but they could be more conveniently supplied from Hongkong direct were it possible to make the necessary revenue arrangements. Prices during the latter part of the year rose considerably owing to the drop in value of silver, though the actual gold price had slightly fallen. It has been rumoured, though not authenticated, that the rise in price of kerosene oil per case during the latter part of the year was due to an understanding between the Standard Oil and Asiatic Petroleum Companies not to allow prices to fall below a certain figure. The importation of foreign rice has fallen from 4,548,202 piculs during 1907 to 3,495,070 piculs. Paddy has fallen from 1,037,906 to 667,901 piculs. Cuttle-fish decreased over 60 per cent., and the figures are the lowest recorded, largely due to the want of a market for the fish usually imported from Japan. Rice bran, dried and salt fish, ground-nuts, sapanwood, white sugar, timber, and leaf tobacco show substantial decreases. It is stated that one of the principal causes of the decrease in ground-nuts (imported chiefly from Java and neighbouring islands) from 171,756 to 70,283 piculs (the lowest figures since 1902) is the erection of two machine oil presses at Rangoon, whence ground-nut oil is exported to China. Coal recovered to the standard of previous years. Rat-tans have increased over 100 per cent., showing the highest figures since 1902. Passing over the section dealing with native goods and the passenger traffic, the report leads us to the Commissioner's figures relative to opium. Under the latter caption it is recorded that "553 piculs of foreign opium passed our stations during 1908, being a decrease of 87 piculs below the figures of the previous year. Malwa and Benares advanced 4 and 17 piculs respectively, while Patna declined 108 piculs. No native drug or boiled opium has been reported at our stations during the year. The result of the year's trading cannot be considered as having been satisfactory. The various restrictions placed on the drug in accordance with the terms and spirit of the opium prohibition Edict and ensuing regulations, heavy fluctuations in quotations, further accentuated by the decline in silver, together with future uncertainty, have all tended to create a disorganizing effect on the trade. In accordance with the agreement between Great Britain and China to curtail the export of opium from India yearly, the Indian

Government reduced sales of Bengal opium in 1908 to 46,800 chests, as against 50,400 chests in 1907. Quotations at the beginning of the year stood at: Patna, \$925; Benares, \$905; at the end of the year: Patna, \$1,095; Benares, \$1,010. The highest prices were realized in May—Patna, \$1,210; Benares, \$1,157.50. The quantity of Malwa opium exported from India in 1908 was fixed at 15,000 chests, and this quantity is to be reduced yearly by 10 per cent. Fluctuations in Malwa have been even heavier than in Bengal, the highest price realized for the former having been \$1,330 in October, when the total quantity allowed to be shipped from India was completed and prices were greatly enhanced. Persian opium is also to share in the 10 per cent. annual reduction, importation being limited for 1908 to 1,000 chests. Purchases are mainly made on Japanese Government account, the sale of the drug in Formosa being a State monopoly. China absorbs a comparatively small proportion of Persian opium: hitherto some 1,200 to 1,400 piculs per annum. Hongkong is the principal market for Bengal, Shanghai for Malwa, and Formosa for the Persian drug. The highest and lowest rates quoted for the various kinds of opium during the year were:—

	Highest.	Lowest.
Malwa.....	1,330	900
Patna.....	1,210	1,035
Benares.....	1,157	935
Persian.....	950	830

Mr. Harris' report makes mention also of the closing of the Junk Bay Flour Mills, the Kowloon Railway, the pineapple industry in the New Territories and the visits of Chinese nobilities in Hongkong during the year. The doings of a lead mining company in our vicinity do not appear to be generally known; the facts recorded in the report furnish interesting information. Mr. Harris says:—"The main load of the lead mine known as Pakshihong, worked by the Fuk Hing Mining Company, Limited, has lately been found. The lode measures 1 foot 2 inches in width and the minerals found, are stated to be of better quality than in the branch lodes. The shaft is about 50 Chinese feet in depth. The engineer has reported that there is a prospect of the turnout being 70 per cent. lead, with 50 to 60 ounces of silver, per ton, at an estimated value of \$200. Samples are to be sent to the Hongkong Government Analyst in the early part of the year for assay. At present the work continues to be carried on by some 100 coolies with picks and shovels, but a far greater number will be required when the main lode is seriously worked. Pumping machinery is in active use, and it is stated that profitable working is anticipated."

LOCAL AND GENERAL.

LORD Kitchener arrived at Port Arthur on 21st inst.

THE Korean Cabinet has been partially re-organized.

It is reported that a French newspaper will shortly be published at Peking.

THE German mail of the 15th September was delivered in London on the 25th inst.

THE Anglo-Malay Rubber Co. is declaring a second interim dividend of 12 1/2 per cent.

TWENTY-NINE Chinese were each fined \$3 in the Police Court this morning for gambling.

LORD Li Ching-fong will be appointed a member of the Waiwupu on his return from London.

TWO fishing-boat owners were each fined \$75 for mooring for using their boats other than for fishing purposes.

THE Honourable Mr. W. Rees Davies, K.C., Attorney General, took the oaths of office as acting Chief Justice before His Excellency the Governor this morning.

Vice-Admiral Sir Hedworth Lambton, K.C.B., Commander of the China Squadron, was received in audience by the Emperor of Japan and took tiffin at the Palace on the 22nd inst.

THE death is reported of General Viscount Ogawa, the great strategist who was Chief of Staff with the 1st Japanese army during the Russo-Japanese War and was severely wounded at the Battle of Siao-yang.

THE result of the recent examination of returned students at Peking has been announced. Thirteen passed with honours, one in politics, six in engineering, and two each in philosophy, agriculture and medicine. Fifty-two passed first-class and one hundred and ninety second-class.

It is stated that now that the naval stations have been decided upon by the Navy Commissioners, operations for construction will begin immediately after the Commissioners return from their mission abroad. It has been decided that where railways are wanted for these stations, lines will be constructed at Government expense, and surveys of routes have been ordered to be made for this purpose.

It is reported in the native Press that the Waiwupu has lately been in close communication with the Chinese Representatives Wu Tieg-fang and Chang Yin-tang Minister and Minister-designate to America, respectively, in regard to affairs between China and America. It is believed, says our contemporary, that the communications have reference to the latter country's desire to assist in preserving the open door in China.

TOKIO despatch of 21st inst. says:—Sixty Chinese under the leadership of two policemen invaded a workmen's lodge near Chushichuan, on the Aomori-Mukden railway line. They surrounded the few Japanese sentinels. The latter fired their rifles to disperse the Chinese. Two Japanese and two Chinese were injured.

THE report and balance sheet for the year ended 31st August, 1909, of the South British Insurance Company, Limited, shows the following:—The net revenue for the year amounts to £341,053 16 11. After making full provision for losses outstanding, there is a surplus in the revenue account of £59,695 5 10 to which has to be added the balance from 1908, making the amount at credit of profit and loss account £79,140 16 10.

ON the night of the 14th instant there was a disastrous fire in San Francisco in which a number of persons were injured. The Japanese cruiser *Yasuno* and an Italian warship in the harbour, each offered to land a party of men, but the flames were extinguished before their services were availed of. The chief commander of the fire brigades expressed high appreciation of the offer of the Japanese, and the newspapers and citizens have warmly endorsed his remarks.

It is stated that the Chinese Chamber of Commerce at Pakhoi, Kwang-tung, has telegraphed to the Ministry of Agriculture, Industry and Commerce, requesting that it should adopt a strong attitude in regard to the boundaries of territorial waters near Annam, in the south, in order to protect the fisheries on the coast of Lieuchoufu, Chinchoufu, Kiangchoufu and Aichoufu. On receipt of this telegram, the Ministry referred the matter to the Viceroy in Canton for his consideration.

A SEOUL telegram reports that the law court newly established there, consequent upon the transfer of the judicial administration to the Japanese, will be opened on the 31st inst., with appropriate celebrations. The appointment of judges, procurators, and other officials, will take place at the same time. It is further reported that a rumour is current there to the effect that the Japanese Government is urging upon the Residency-General the necessity of the appointment of Japanese Ministers for at least one or two of the Departments in the Korean Cabinet, the present system of selecting Japanese for Vice-Ministerships being considered insufficient.

UNDER date Shanghai, 21st inst., Messrs. Wheelock & Co. write:—Our homeward freight market has recovered slightly since last writing and there is more cargo coming down from the North probably owing to the near approach of the closing of the Northern Ports for the winter, at the same time there seems to be plenty of cargo awaiting shipment in the South so that steamers on the various berths find no difficulty in filling their allotments. We would point out to shippers of cargoes to New York via Suez Canal steamers, that the rate will be raised from 40/- to 50/- per ton of 40 cubic feet from the 1st January, 1910. Coastwise—Signs of an improvement all round have already begun to set in and there is plenty of inquiry for tonnage in various directions, but no appreciable rise in rates can actually be recorded as yet, as "outside" tonnage is very scarce whilst the regular "liners" are fully occupied in their regular trades.

STRIKE IN REGISTRAR-GENERAL'S DEPARTMENT.

TROUBLE AMONG PAINTERS.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning a Chinaman, formerly employed as a painter in the Registrar-General's Department, was charged with, so it was alleged, using threatening language with a view to preventing a number of compatriots from attending to their lawful occupation.

It appears that an attempt to secure a rise in wages was at the root of the whole matter, aided by the machinations of a certain powerful guild. Chief Detective-Inspector Hanson, who appeared for the prosecution, stated that the strike was still on and in spite of the fact that the Hon. Dr. Ho Kai, M.B., C.M.G., and the Hon. Mr. Wei Yuk, C.M.G. had personally proceeded to the Registrar-General's office with a view to pacify the men, the latter were still determined in the step they had taken and chose Wednesday for some arrangement to be arrived at.

His Worship said that on the face of the evidence he could not convict the defendant, who was accordingly discharged.

DOCKYARDS OF THE EMPIRE.

HONGKONG TO RECEIVE ATTENTION.

There are grounds for believing (says the *Birmingham Post*) that an important result of the Imperial Defence Conference, which has just held its final meeting, has been a determination to establish naval yards and repairing stations at various points of importance in the Empire. Some time ago a new breakwater was built at Bombay, with the idea of enclosing a harbour large enough to accommodate a whole fleet if necessary, and in conjunction with the Indian authorities, the Imperial Government now propose to convert Bombay into a first-class naval station, upon which the whole of the warships east of the Mediterranean and west of Australia would be based. There is already a small dockyard at Bombay, and this is to be thoroughly overhauled and brought up to date, in order that it may be able to deal with the requirements of a modern fleet. The old dockyard at Hongkong also is to receive attention, and will be examined, in order to see if what further value it might be made. It is stated that Canada, New Zealand, and Australia alike have agreed to maintain dockyards that shall be available for the use of the fleet, as well as for their own ships of war, and a systematic examination of all the dockyards of the more distant portions of the Empire is now to be undertaken.

MACAO DELIMITATION.

TELEGRAM TO THE WAIWUPU.

[From Our Own Correspondent.]

Canton, 26th October.

Reference was made in my letter of yesterday that, at the indignation meeting of the Canton Self-Government Society held on Sunday last, among other resolutions adopted was one to the effect that a telegram should be forwarded to the Ministry of Foreign Affairs in Peking urging the supersession of H.E. Ko Yu-him, Chinese Macao Delimitation Commissioner. The despatch has since been formulated and transmitted to the Waiwupu, of which I now append a translation:—

"The members of the Waiwupu, Peking. "The collection of the frontier from the Portuguese for the settlement of Macao having been discontinued, we, Chinese, are, however, still owners of the land. As the Portuguese have on many occasions violated the treaty, we should, of course, lodge a protest against them. They are now acting unreasonably with the intention of extending their powers over the territorial waters beyond the boundary limit as well as of encroaching upon Chinese territory on land. The Chinese Delimitation Commissioner, H.E. Ko Yu-him, failed to exercise extra care in the conduct of his mission, so the Portuguese became more exacting in their claims. At present the people in the whole of the Kwangtung province are greatly exercised and it is anticipated that serious disturbance might result. We now beg you earnestly to memorialize the Throne requesting it to appoint another Special High Commissioner (in supersession of H.E. Ko) to conduct the present negotiation with the Macao Delimitation question and at the same time to strongly oppose the Portuguese claims."

"(Sd.) CHAN KEE KIN and others of the Canton Self-Government Society."

THE CAUSEWAY BAY DISTURBANCE.

MAYPOOS AT THE MAGISTRACY.

Two Chinese mafios appeared before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning in connection with the disturbance at Causeway Bay on the 5th inst. Inspector W. Kerr prosecuted and Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the defendants.

It may be remembered that at about noon on the day in question (5th inst.) Causeway Bay was the scene of an uproar, which was given rise to by some dispute between factions of parties of mafios, a section of whom hailed from Kennedy's stables. Tent-pegging lances and bamboo were freely used at the time, in the course of which a Mr. Radburn was attacked and sustained serious injuries in his arm. A *lukong* who tried to interpose is also alleged to have been attacked by the angry mob. Some of the poles carried are said to have had red ribbons attached to the top, presumably as a mark whereby to distinguish the two sets of combatants.

Mr. E. Shaw, of the Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, described the fight, at which he was an eyewitness from beginning to end. In the course of his evidence, witness said that he saw a *lukong* savagely attack one of the mafios during which the latter was nearly thrown into the water.

Mr. Jamieson, Acting Manager of the Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, also gave evidence. His Worship reserved his decision.

SUGAR IN JAPAN.

PROSPECTS OF THE INDUSTRY.

The production of sugar in Formosa next season is estimated at between 2,500,000 and 2,700,000 piculs and, the *Japan Chronicle* says, it is feared in some quarters that the producers will have some difficulty in disposing of their stocks on account of over-production. A certain authority on the sugar business remarks, as quoted by the *Jiji*, that as the supply and demand for sugar approximate to each other, it is natural that a certain quantity should always remain in the hands of producers and wholesale dealers. Calculating the consumption of sugar in Japan on the basis of the quantity consumed during the past fifteen years, there will be a deficit of 21,240,000 kin in supply next season and of 139,511,000 kin in the following season. The production of sugar next season is estimated as follows:—

	Production in Japan.	Import from Formosa.
First quality.....	87,745,383	56,787,871
Second ".....	360,086	13,773,523
Third ".....	21,693	4,732,502
Fourth ".....	52,274	—
Total.....	88,189,396	75,293,896

Taking the consumption of sugar at about 10 kin per capita of the Japanese population, numbering approximately 50,000,000, there will be a deficit of about 700 million kin in the supply. The heaviest deficit will be in the supply of the fourth quality, while there will be an excess of supply in the second quality, which is largely produced in Formosa. This tendency will persist for some years, those qualities which are produced to excess gradually usurping the position occupied by the qualities the supply of which is scarce.

CYCLONE IN CALCUTTA.

ENORMOUS DAMAGE DONE.

London, Oct. 19.

A terrific cyclone has broken over Calcutta and several stations on the Eastern Bengal railway have been wrecked.

Many river steamers and an enormous number of native craft have been overwhelmed and sunk.

It is feared that many Europeans as well as native lives have been lost.

The telegraph lines have been destroyed and great difficulty has been experienced in establishing communication with the districts affected.—*Reuters*.

CANTON DAY BY DAY.

TYPHOON DAMAGE.

[From Our Own Correspondent.]

Canton, 26th October.

Further official reports have been received at Canton on the extent of the damage done by the typhoon of the 20th instant and on the floods in the districts of Po Lo, Ko Yai, Tsung Fa, Ko Ming and Hok Shan. The reports state that a number of lives have been lost in each of the above named districts, and many houses have collapsed as the result of the disastrous floods. Letters have been received from all the flooded districts by the Central Relief Committee appealing for assistance. The Relief Committee accordingly arranged a meeting to take place to-morrow to discuss the best methods for raising funds for the relief of the sufferers by the recent disaster. A steam launch, the *Wing To*, towing six cargo boats all fully laden with indigo, about five thousand buckets in all, encountered the typhoon on the 20th instant at a place called Hou Lik. Five of the cargo boats foundered and all their cargo was lost; two men were drowned.

CLAN FIGHT.

A serious clan fight has occurred in the Pan Yu district between the clans surnamed Wong and Ng. It is reported that a number of persons have been killed in the melee. The Pan Yu magistrate by order of the Viceroy has proceeded to restore order.

A FATAL FALL.

HOUSE-PAINTER DROPS A DISTANCE OF TWENTY FEET.

St. John's Place, near Garden Road, was the scene of a shocking accident on the 15th inst. It appears that a Chinese painter was engaged in painting some iron bars, when suddenly he missed his footing and dropped to the ground—a distance of twenty feet. A number of friends came to the unfortunate man's rescue and removed him to his home in Wing On Lane. From the first, little hope of recovery was entertained and shortly before one o'clock this morning, the man became unconscious and a couple of hours afterwards succumbed to his injuries.

CONDITIONS IN SOUTH MANCHURIA.

PROGRESS IN CIVIL ADMINISTRATION.

General Count Oshima, Governor-General of Kwanto (the leased territory in South Manchuria), when interviewed by a Press representative in Tokyo on the 13th instant, is quoted by the *Japan Herald* as stating that the Japanese residents in Kwanto and the South Manchuria Railway zone have increased from 37,880 at the end of 1907, to 48,205 at the end of August this year, in addition to 17,850 Japanese residents in the district under the jurisdiction of the Japanese Consulates in Manchuria, altogether totalling 63,000. The Chinese residents in the railway zone are gradually increasing and the future prospect is thus very promising. "The volume of the trade shows an increase from Yen 42,000,000 in 1907 to Yen 66,000,000 in 1908. The completion of the South Manchuria Railway the good harvest in Manchuria has accelerated both export and import trade."

The "Hoko Kaido" or local self-government system, which has been enforced in Chinchou since April this year, has had good results. The mounted bandits which were so rampant in Chinchou, which is located in close proximity with the neutral zone, have now almost wholly disappeared. This is a progress in the civil administration in the leased territory. The bandits, as a whole, disappeared in the districts along the railway but they are still rife in the territory under Chinese jurisdiction.

The hygienic condition of the troops stationed in Manchuria is even better than that at home, due to perfect sanitary arrangements coupled with the personal care of his health by each individual soldier. They have now been trained to live according to the climate so as to preserve their health against sudden changes.

The civil administration has now been consolidated and the period for a great economic development is now entered upon. The previous question lies in the creation of a special body of machinery for the colonisation of Manchuria. He had some days ago presented to the home Government a memorial on the question and anticipates its settlement in due course. It seems that the economic development demands the opening of Port Arthur to commerce and trade. Both Japanese and foreign firms in Dairen are showing an alarming activity in their business.

Under the present condition in Manchuria the guard and police authority along the Aomori-Mukden Railway need be left intact, but he thinks that the question may be left to some arrangement convenient to both the Japanese and Chinese authorities on the completion of the reconstruction. Prince Ito left Dairen on the 11th instant on his Manchurian tour and it is possible that he may meet the Russian Minister for Finance in Harbin. Prince Ito's tour will no doubt have a beneficial effect on the improvement of the situation in South Manchuria.

HARMSTON'S CIRCUS.

Last night, the benefit performance tendered to the Harms-ton-Love trio came off before a very poor house. During the evening, the Misses Jennie and Nellie Harms-ton-Love appeared in a dainty dance gracefully executed, and were vociferously applauded, and at the conclusion of one of the equestrian acts, Miss Jennie Harms-ton was made the recipient of a handsome floral tribute. The revolving table competition was also repeated, the first prize going to Mr. Graham, who secured 30 points. To-night the last performance takes place under the distinguished patronage of Commodore and Miss Lyra and the Harms-ton-Grahams Club.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 27, 1909.

KOWLOON CUSTOMS REPORT.

The other day we reproduced from the Customs Report on the trade of Canton for 1908 some salient features from that most interesting document of the trade of the Southern capital for the past year. To-day we have before us through the courtesy of the Commissioner of Customs the Yellow Book dealing with the various stations during 1908. The other, with which Hongkong is more immediately concerned, relates to Kowloon and is compiled by Mr. A. H. Harris, the Commissioner. At the outset Mr. Harris has the same gloomy picture to present, as his Canton confrere, of "a stormy summer season, during which occurred a typhoon of great severity, together with a constantly falling exchange and further restrictions on opium," which considerably militated against the chance of a good year. The report touches upon the rice and flour trade and, after reviewing the principal incidents of the flood in the West River districts (mentioning incidentally the relief measures organized by the Chinese residents in Hongkong, and of the disastrous typhoon of 27th July, states that the total revenue collection for the year 1908 amounted to Tls. 346,978. These figures show a decrease on those for the previous year of Tls. 46,794. All headings,

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINA'S CURRENCY.
REPRESENTATION TO THE THRONE.

[By courtesy of the "Sheung Po."]

Peking, 26th October.

Cheung Yuk-ying, the representative of the people appointed by the Province of Kiangsi, arrived at Peking with the object of submitting a memorial to the Throne, through the Celestials, concerning the chaotic condition of China's currency.

CANTON-HANKOW RAILWAY.

[By courtesy of the "Sheung Po."]

Peking, 26th October.

The conduct of the negotiations for the loans for the Canton-Hankow and Hankow-Seochuan Railways will probably be placed in the hands of H. E. Liang Shih-yi.

NAVAL COMMISSIONERS.

MINISTER TO GERMANY TO ASSIST.

[By courtesy of the "Sheung Po."]

Peking, 26th October.

The Prince Regent has telegraphed to H. E. Yau Cheung, Chinese Minister to Germany, to assist Prince Shun Pui-lap in the conduct of his investigations into the foreign naval systems.

ASSASSINATION OF PRINCE IYO.

CHINESE REPORT.

[By courtesy of the "Sheung Po."]

Peking, 26th October.

Prince Iyo, of Japan, while on tour in Manchuria, was assassinated by a Korean on his arrival at Harbin on the morning of the 26th inst.

The Japanese Consul is wounded. The Manager of the South Manchuria Railway was also killed.

The assassin has been arrested.

It will be seen that the Chinese version differs from our special telegram yesterday in that it reports the death of the manager of the South Manchuria Railway, who was only wounded.—Ed., H.K.T.]

A YOKOHAMA RESCUE.

FOREIGN RESIDENT SAVES JAPANESE GIRL FROM SUICIDE.

Mr. H. Pierce, of the New Zealand Insurance Company, 16, Yamashitacho, Yokohama, while walking along the Bund at seven o'clock on Tuesday evening in the vicinity of the Yokohama Harbour Master's Office, was startled by hearing the piercing cry of a woman, together with a heavy splash of water, and turning his eyes to the water front, he just in time to see a young Japanese girl disappear beneath the surface. Mr. Pierce flung off his coat and sprang into the water and a few strokes brought him to where the girl had disappeared, and whom he caught as soon as she rose to the surface.

The tide was very high and a swift current was running at the time, says the *Japan Advertiser*, and while it was one thing to catch and hold the girl it was quite another to bring her safely to shore, but thanks to the water police he was able to do so.

The girl proved to be one Komiya Toshio, 20, the adopted daughter of Komiya Genjiro of Kawasaki.

LION v. KANGAROO.

FIGHT AT A CIRCUS.

Melbourne, 28th September. The most thrilling act at Wirth's circus at Kilmore last evening was one that had not a place on the programme. It was an animal act, the participants being a lion and a kangaroo, and proved fatal to the Australian. Something had evidently put the lion in a bad temper. He growled savagely at the end of his performance in the animal cage, but his keeper, who was cool, and as determined as he, sought to turn the angry beast into his own cage, opening from that in which the performance was given. The lion, evading the keeper by a swift movement, made a rush at the kangaroo. The kangaroo got in some powerful kicks on the body of its assailant, but it could not throw him off, and soon gave up the struggle. It died shortly after, as the lion had buried its fangs in its flesh. Several persons made a hurried exit from the circus tent while the unusual combat was in progress, and it was a relief to everybody when the animal's cage was removed from the arena.

THE RETRENCHMENT COMMITTEE.

SINGAPORE COMMENTS.

The annual budget of Hongkong coupled with the report of the Retrenchment Committee of that Colony, has aroused considerable, and in many cases rather indignant, criticism. The great change which has come over the finances of that Colony in connection with the reduction in the chandu revenue, has necessitated not only the introduction of spirit taxation, but also the introduction of a new system of taxation similar to the one which we have had in the Straits, but has also caused the Government to appoint a Committee to go through the estimates to see in what directions reduction can be made. And all this is made necessary not solely by the adoption of a policy in regard to opium which has been the subject of much discussion, though that is the primary cause, but also by the failure of the Home Government, so far as any rate, to redeem the promise it made to ask for a substantial vote to replace any serious loss caused by a pursuance of the policy forced upon Hongkong through the Home Government, by the opium faddists. It will be almost a Gilbertian situation should January find a change of Ministry in England, because unfortunate Hongkong will then find itself in the position of having been promised something which the promoter will have no power to give and it will be a matter of considerable interest to see whether the Unionist liquor supporting party will be ready to redeem that undertaking made by the Liberal and "anti" party. Hongkong's chances of making up its loss at the Imperial expense look very poor, which is perhaps one reason why Government have decided—because a certain section of the public desire to deprive the Chinese of something they rather like—that some unfortunate punkah peons and minor clerks to Government employ shall be retrenched and disposed of. That appears to be a chief result of the Retrenchment Committee's work, though it is a little hazardous to say that is the main result, because we have not the actual report before us; but it appears that the system embarked upon has been that of cutting down small salaries here and there, eliminating transport allowances, decreasing the supply of school books and blackboards etc., cutting off extra work allowances, raising the cost of treatment at the Civil Hospital and generally dealing with the smaller matters of a life to the extent of saving a hundred thousand dollars, which is about one per cent on the Colony's expenditure. Of course dealing with small matters like this will prevent any serious outcry being raised by aggrieved persons, as they mostly appear to be of very minor grades, but it does not seem to be such a good system as was adopted in the Straits, where retrenchment took the form of the abandonment of a number of costly public works, which, whilst promising to be of great service when finished, are not of such immediate importance as to need their being proceeded with when times are very bad. One supposes that as a general principle petty economies in concerns which deal with very large figures, are not a really economical way of effecting retrenchment. Thus the Hongkong paper points out that retrenching a Government water police launch used formerly to collect dues in outlying bays, by dismissing all the crew but two, may prove a very expensive economy when the absence of this launch on its usual round is noted and taken advantage of by jock thieves and robbers; quite apart from the fact that the work performed by this cutter will have to be done in some other way. The cries of the retrenched punkah peons and the nucleus stoker-seaman crew, of the launch are not likely to echo as far as the Colonial Office, and so possibly nobody's withers will be wrung, but if the impression of the retrenchment scheme given in the Hongkong papers is correct, certainly seems that the Government have not found a very satisfactory way of making up for lost revenue, or part of the revenue, as the other part of the loss is to be supplied by the liquor tax. The position of minor officials in Government is a little different from that of those in Municipal organizations, as there is a tendency in Municipalities to multiply the peon and minor official services to a more unnecessary degree than is the case with a Government. And besides, what means an infinitesimal saving on tea million dollars, may mean a more substantial saving on two. The policy of the Hongkong Retrenchment Committee therefore appears on the face of it to be more suited to a Municipal reorganization, than to a Government retrenchment, though even in the former case it might be better to save one official salary at four hundred than to spread the amount over many departments and persons by deleting a dollar here and two there, limiting the supply of school books, and cutting down the electric light bill of a department by twenty dollars a year. The subject is interesting, however, as we are passing through a very similar crisis in the Straits.—*Singapore Free Press*

INTERPORT PROGRAMME.

We have been favoured with the following programme of fixtures for the Interport Week by the honorary secretary of the H.C.C. This programme is, of course, subject to alteration.

Nov. 19th, Friday, and 20th, Saturday.—Hongkong v. Shanghai (Cricket).

Nov. 21st, Monday, and 22nd, Tuesday.—Shanghai v. Straits (Cricket).

Nov. 24th, Wednesday.—Hongkong v. Straits (Tennis).

Nov. 25th, Thursday, and 26th, Friday.—Hongkong v. Straits (Cricket).

Nov. 27, Saturday.—Hongkong v. Shanghai (Tennis).

Nov. 29th, Monday.—Shanghai v. Straits (Tennis). 1st day Cricket Interport Champions versus The World.

Nov. 30th, Tuesday.—2nd day Cricket Interport Champions versus The World.

Dec. 1st, Wednesday.—Tennis—Interport Champions versus The World (1st parallel).

WARNING TO FOG-BOUND STEAMERS.

The Imperial German mail steamer *Prinzess Alice*, which arrived last week from Europe, was the first steamer to visit Hongkong with the new "under water bells," to translate literally from the German.

These "bells" are fixed many feet below water line and are connected by telephone with the upper deck. Microphones, or exaggerators of sound, is, perhaps more explicit as these receivers tell to a mile or so the position of the ship in a fog. It may be supposed, for example, that the steamer is coming up the English Channel enveloped in a dense fog and her exact position is dubious. A man placed at the telephone and when he approaches any of the lightships that are connected with bell-buoys which sound at intervals, the sound is carried, if needs be, for a distance of 45 miles under water to the microphone and transmitted to the ear through the telephone. It is a most interesting and useful discovery and, though seldom required in eastern waters, it has been found invaluable off the Nantucket Shoal for example in the Atlantic as a vessel can steam ahead with safety, the instrument recording each vibration of the bell and the distance from danger is gauged to a nicety. The *Prinzess Alice* is also fitted with the Marconi wireless system.

CHINESE IN AUSTRALIA.

THREATENED COMMERCIAL WARFARE.

The refusal of the Commonwealth Government to allow a Chinese professor to take up his residence in Sydney for a period of three years for the purpose of teaching Australian-born Chinese the language of their parents, is likely to have some effect upon the commercial relations now existing between the two countries, reports the *Sydney Daily Telegraph* of 22nd ult.

On August 2 the Consul-General for China Melbourne (at the request of Mr. Ping Nam, president of the Sydney Chinese Merchants Society), wrote to the Minister for External Affairs as follows:—

Sir,—Some of the leading Chinese merchants in Sydney are desirous of having their children educated in the Chinese language simultaneously with the education they are receiving in English in their city, and to that end wish permission for a Chinese teacher of experience and ability to come to Australia. It has not been possible to get any person in Australia competent and willing to act as a teacher of Chinese.

The merchants have been in communication with a suitable teacher named Loo Yeh, now of Hongkong, who would be willing to undertake the task, and they wish that facilities may be afforded him to reside in Australia for a term of three years.

It is proposed to establish a small private school in Sydney and any reasonable guarantee of bona-fides will be given by the merchants interested. I should be much obliged if you could forward this matter.

Three weeks later (on August 23) the office of External Affairs replied as follows:—

Sir,—With reference to your letter of August 2, relative to the question of the admission of a Chinese teacher to take charge of a private school, proposed to be established in Sydney, I have the honour to inform you that the Minister regrets that he is unable to see his way to grant the desired authority in this matter.

When interviewed last night, Mr. Tong Chai Chik (editor of the *Tung Wah Times*) freely voiced the indignation of the Chinese community in Sydney. "It would not," he said "be any abrogation of the White Australia policy, of which Mr. Deakin and his Government seem to be so proud, to let the Chinese professor take up his residence here as requested. It is most regrettable that this should happen at a time when there is every prospect of Australia having such a wheat harvest. It was administration such as this that caused the merchant classes of China to take up the cudgels on behalf of their brother merchants in America when the boycott on American products was brought about. In my opinion, no vexatious restrictions should be placed upon the educated Chinese. In China, the cultured man takes precedence of his fellows, and when he is insulted his countrymen feel the affront. This is the first occasion on which the Chinese have made a joint appeal for permission for one of their own nationality to reside in Australia.

"Let me quote an incident in connection with the American boycott," added Mr. Tong. "When the Americans in Hongkong were transferring their flour to Australian bags, Mr. Deakin appealed to the Hongkong authorities to ask the Chinese Government to have the Australian trade-mark protected and not allow it to be used in this way. Now, since Mr. Deakin has taken up this hostile attitude towards China, surely he cannot expect our country to grant a similar request should the occasion ever arise to have to repeat it? I trust that even now, by the exercise of statesmanship and a little commonsense, the authorities will, upon reflection, accede to the request. Such a concession would strengthen the commercial relations between the two countries, which I hope will exist for ever. The Chinese are not given to holding out threats, but the refusal of this trifling request has caused such indignation that we feel disposed, if we cannot get justice, to place the matter in the hands of the merchant guilds at home, and allow them to dictate a course of action, as we in this country are a disfranchised community, and entirely helpless in the hands of an apparently unsympathetic Government. Our only weapon, as in the case of America and Japan, is the commercial weapon, but we do not care to use it with regard to Australia, unless in a case of extreme necessity."

Mr. Tong, in conclusion, drew attention to the fact that the total trade of China in 1907 was £44,444,579, and he hoped that the politicians of this country would not be hasty or inconsiderate towards China, or do anything that would tend to weaken the commercial bond.

Today's Advertisements.

THE TRADE MARKS ORDINANCE, 1895.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that TOOTAL BROADHURST LEE COMPANY, LIMITED, of 55, Oxford Street, Manchester, England, Merchants and Manufacturers, have, on the 29th day of July, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

TOBRALCO.

in the name of TOOTAL BROADHURST LEE COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant since the year 1900 in respect of COTTON PIECE GOODS in Class 24.

A Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 27th day of October, 1909.

WILKINSON & GRIST, Solicitors on behalf of the Applicants, 9, Queen's Road Central, Hongkong.

FROM EUROPE.

"SILVIA."

Captain Porzelius, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th October, 1909. [737]

RECONSTRUCTION OF CHINA'S NAVY.

COST OF THE SCHEME.

The Naval Commissioners have memorialized the Throne that the preliminary expenses for the construction of docks and the establishment of naval schools and gun factories will be Tails 5,000,000, the purchase of three second and third class cruisers, two up-to-date training ships, two torpedo boats and one battleship will cost Tails 16,000,000 and the annual expenditure will amount to Tails 2,000,000 and have prayed that the Board of Finance be ordered to raise the above sums.

The latter has replied that both the Peking and Provincial Exchequers are quite empty and although it has done its best the required amount has not been fully raised and begged that the Naval Commissioners be instructed to proceed according to its means of raising money. As to the preliminary expenses the Board reports that it will contribute Tails 5,000,000 Kiangnan and Kwangtung have promised to contribute Tails 2,000,000 each, Hupeh, Tails 1,000,000 Chihli and Chekiang, Tails 1,000,000 each, Shantung, Fokien and Szechuen, Tails 800,000 each, Honan and Shanai, Tails 600,000 each, Kiangsi, Kweichow and Anhui, Tails 100,000 each, Szechuan and Hunan, Tails 400,000 each making a grand total of Tails 18,000,000.—*Shanghai Times*.

AN ITALIAN PEDESTRIAN.

ENCIRCLING THE GLOBE IN THE INTERESTS OF SCIENCE.

Professor Alfred Battelli, an Italian pedestrian making a round-the-world tour in the interests of science, arrived in Nagasaki from Sagami Sunday evening, reports the local Press. After staying here for a day or two he will proceed to Shanghai. From the latter place the journey will be resumed on foot to Canton, Hongkong, Indo-China, Siam and India. Tibet and Central Asia will then be traversed provided that the Indian Government will grant him the necessary security in the way of military escorts, etc. He then proposes to direct his course in a straight line across the European continent to the British Isles, embarking at Liverpool on his return to New York, the place from whence he started a year ago.

Signor Battelli, Professor of Commercial Geography of the University of Rome, is one of a party of four scientists and journalists who left New York on October 7th, 1908, on a four years' trip around the world. The primary object of the trip is to collect material for a great work on the geographical, social, racial, religious and scientific characteristics of the world's countries and peoples, and each of the four men on tour have a special line of research and investigation which they are following up. In addition, to their scientific work, the four are representing various foreign and American journals and newspapers. Besides Professor Battelli, who is the managing head of the expedition, the walkers are Silvino Ortona, a Frenchman, Adolph Schneider, a German, and Dr. Albert Wilcker, an American. The three latter are still in America.

Professor Battelli in the course of an interview said that he had encountered many difficulties and adventures in America, but in his travels through Japan he had experienced no trouble whatever and carried away with him nothing but the most pleasant impressions of this country.

Today's Advertisements.

WANTED.

AN AMAH to accompany a lady and 3 children to London.

Apply—
C/o Hongkong Telegraph.

Hongkong, 27th October, 1909. [738]

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION,

on TUESDAY,

the 2nd November, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street,

A FINE ASSORTMENT OF GENT'S SUIT LENGTHS AND WHITE WITNEY BLANKETS,

AND

TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELLETTES, NIGHT-DRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.;

ALSO

A few CARPETS and AXMINSTER RUGS.

(All New Goods). Further Particulars from Catalogues which will be issued.

On view on Monday, 1st November.

TERMS:—As usual.

G. P. LAMBERT, Auctioneer.

Hongkong, 27th October, 1909. [740]

Intimations.

We have received a new shipment of extra choice

ENGLISH BACON

75 cents per lb.

THE DAIRY FARM Co., LIMITED

Hongkong, 19th October, 1909. [1380]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

HARMSTON'S GRAND CIRCUS AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—

TRAMWAY TERMINUS, KENNEDY TOWN.

LAST MATINEE, LAST MATINEE TO-DAY, at 4 p.m.

TO-NIGHT! TO-NIGHT! FAREWELL NIGHT.

Complimentary Benefit to Madame HARMSTON-LOVE.

UNDER THE PATRONAGE AND PRESENCE OF

Commodore LYON and the Members of the Hongkong Gymkhana Club.

THE SENSATIONAL NIGHT.

A well-known Local Gentleman will enter the DEN and drive TWO FULLY-GROWN TIGERS HARNESSSED TO A CHARIOT.

Positively the Last Night.

N.B.—Soldiers and Sailors in uniform Half-price for the \$1.00 and \$2.00 Seats.

Booking at ROBINSON FIANO Co., Ltd.

NOTICE—Special Trains running before and after performance.

MADAME HARMSTON-LOVE, Proprietress.

Hongkong, 27th October, 1909.

BOB LOVE, Sole Manager.

R. ALTON, Advance Representative.

[684]

DR. MACKENZIE'S INVALID STOUT.

ANALYSIS OF TWO SAMPLES OF THE STOUT BY THE GOVERNMENT ANALYST ON THE 8th OCTOBER, 1909.

100 Fluid parts of the samples contain:—

	A	B
Solid Matter	5.00	4.97
Free Acid as Acetic	.21	.21
Ash	.31	.31
Percentage of Alcohol	5.85	5.50
Specific Gravity at 15.5°C	1.009	1.009
Arsenic	Absent	Absent

The Government Analyst certified that the results showed that the Samples were both good and sound.

Per Dozen Quarts	\$4.65
Pints	2.80
Splits	1.75

Sole Agents—

H. PRICE & CO., LD., WINE MERCHANTS,

Telephone No. 155. Hongkong, 27th October, 1909. [144]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS (YOKOHAMA TO VANCOUVER) 31 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF CHINA"	"EMPRESS OF BRITAIN"
SATURDAY, NOV. 6TH.	FRIDAY, DEC. 3RD.
"MONTEAGLE"	"EMPRESS OF BRITAIN"
SUNDAY, NOV. 21ST.	FRIDAY, DEC. 31ST.
"EMPRESS OF INDIA"	"ALLAN LINE"
SATURDAY, DEC. 4TH.	FRIDAY, JAN. 28TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, JAN. 16TH.	FRIDAY, JAN. 28TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDUCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHOYSANG	FRIDAY, 19th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 29th Oct., 4 P.M.
SPORE, SAMARANG & SOERABAYA	ONGSANG	SATURDAY, 30th Oct., 4 P.M.
SHANGHAI	WINGSANG	SUNDAY, 31st Oct., Daylight.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 5th Nov., 3 P.M.
MANILA	YUENSANG	FRIDAY, 5th Nov., 4 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kaitang, Namang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitang, Labad, Dait, Simporna, Tawao, Usukan, Joeskon and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**
Telephone No. 61.
Hongkong, 27th October, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"CHINHUA"	28th Oct., 4 P.M.
AMOI & CHUNSIANG	"KANGCHOW"	28th " " "
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	29th " " "
SHANGHAI	"CHIHAN"	31st " " Daylight.
MANILA	"TAMING"	2nd Nov., 3 P.M.
OSU & ILOILO	"SUNGKIANG"	2nd " " 4 P.M.
SHANGHAI	"ANHUI"	4th " " "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	5th " " "
AUSTRALIAN PORTS	"KWEIOW"	6th " " "
WEIHAIWEI & TIENTSIN	"LINAN"	7th " " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

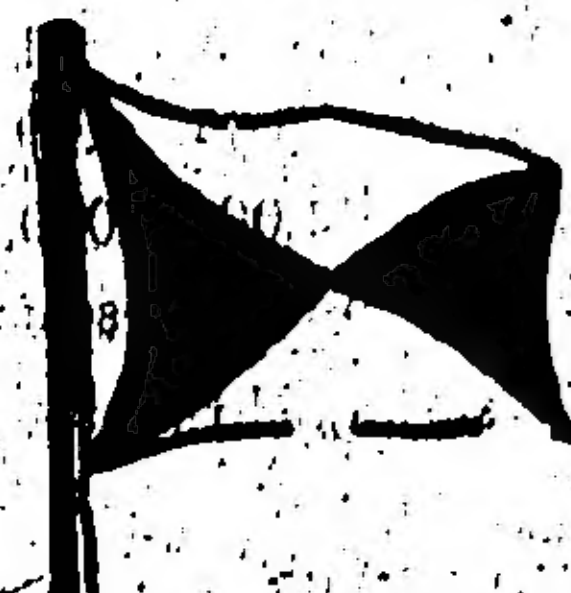
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chonan, Linan, Chihwan*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage apply to **BUTTERFIELD & SWIRE,**
Telephone No. 16.
Hongkong, 27th October, 1900.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1500	R. W. Almond	MANILA	SATURDAY, 30th Oct., at Noon.
SAFRO	1500	R. Rodger	"	SATURDAY, 6th Nov., at Noon.

For Freight or Passage, apply to **HEWAN TOMES & CO.,**
Telephone No. 111.
Hongkong, 27th October, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 18th Oct., 1900, at Noon.
S.S. MANSHU MARU	5,000 " "	" 10th Dec., 1900, at Noon.
S.S. AMERICA MARU	6,000 " "	" 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 27th October, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
MACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO.	FITZPATRICK	4,410	SATURDAY, 6th Nov., at Noon.
HAMA	Capt. E. K. Hutchison		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAM UI v. SWATOW & AMOY.	DAIJIN MARU	SUNDAY, 31st Oct., at 10 A.M.
	Captain Y. Kaburaki	

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IYO MARU, Capt. T. Harrison	TUESDAY, 10th Dec., at Daylight.
VICTORIA B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	KAGA MARU, Capt. M. Hagino SHINANO MARU, Capt. K. Kawata	TUESDAY, 9th Nov., at Noon. TUESDAY, 7th Nov., at Noon.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine NIKKO MARU, Capt. M. Yagi	FRIDAY, 29th Oct., at Noon. FRIDAY, 26th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	MOYORI MARU, Capt. J. C. Richards	FRIDAY, 29th October.
KOBE AND YOKOHAMA	BINGO MARU, Capt. A. Christensen RAMO MARU, Capt. F. L. Sommer	SATURDAY, 10th Oct., at Daylight. SATURDAY, 20th Nov., Daylight.
BOMBAY, VIA SINGAPORE AND COLOMBO	TOTOMI MARU, Capt. R. Smith	MONDAY, 8th Nov.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kitano Maru	(Capt. F. E. Core)	About Wednesday, 17th November.
Hirano Maru	(Capt. H. Fraher)	About Wednesday, 15th December.
Kamo Maru	(Capt. F. L. Sommer)	About Wednesday, 12th Jan., 1901.
Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 9th Feb., 1901.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KURUMOTO,

Manager. [410-419]

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1900.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th October, 1900. [695]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

Calling at Timor, Port Darwin and Ower, also Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"ALDENHAM,"

Captain St. John George will be despatched for the above Port on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1900. [736]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 21st October, 1900. [48]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons | Captain | Sailing Date || Kamerik | 6,232 | J. Maible | 10th Nov. |
Aymen	4,303	Boyd	16th Dec.
Sueria	6,232	S. Shotton	13th Jan.
Oceano	4,457	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings

Hongkong, 23rd October, 1900. [10]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1900. [58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers:

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. M. S. CROW

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

and SHIU ON S.S. CO., LD.

No. 5, Queen's Road West.

Hongkong, 24th April, 1900. [110]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, GUYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, etc., on SATURDAY, the 30th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 11th December, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. BAWLIT, Superintendent.

Hongkong, 19th October, 1900. [14]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on SATURDAY, the 20th November, 1900.

For Freight, apply to

ARNHOLD, KARBURG & CO., Agents.

Hongkong, 25th October, 1900. [73]

Intimations.

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS

In all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, etc.,

all of the best quality.

Hongkong, 15th August, 1900. [199]

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	178 1/2
Do. demand	18 1/2
Do. 4 months sight	18 1/2
France-Bank T.T.	126 1/2
America-Bank T.T.	47 1/2
Germany Bank T.T.	170
India T.T.	118 1/2
Do. demand	120
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T. per H.K. 3000	73 1/2
Japan-Bank T.T.	83 1/2
Java-Bank T.T.	103 1/2

Buying.

4 months sight L/C.	19 1/2
6 months sight L/C.	19 1/2
30 days sight San Francisco & New York	43 1/2
4 months sight do.	43 1/2
30 days sight Sydney & Melbourne	108 1/2
4 months sight France	21 1/2
6 months sight do.	21 1/2
4 months sight Germany	180 1/2
Bar Silver	23 1/2
Bank of England rate	2 1/2
Sovereign	11 1/2

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory*) 25th inst.
Canadian (*Empress of China*) 25th inst.
Indian (*Princess*) 1st prox.
American (*Manila*) 1st prox.
German (*Kaiser*) 4th prox.
Indian (*Kunming*) 11th prox.

The C. N. Co.'s s.s. *Tamara* left Manila on 26th inst. and is due here on 29th inst.
The P. & O. S. Co.'s s.s. *Palawan* is expected to arrive at Colombo on 4th prox. at 4 p.m.

The C. P. R. Co.'s s.s. *Empress of Japan* left Yokohama on 26th inst. at noon, for Victoria and Vancouver, B.C.

The I. C. S. N. Co.'s s.s. *Kunming* left Calcutta for this port via the Straits on 25th inst. and may be expected here on 11th prox.

The I. C. S. N. Co.'s s.s. *Princess* from Calcutta and the Straits left Singapore for this port on 26th inst., and is due here at daylight on 28th prox.

The M. M. Co.'s s.s. *Ernest Simons* left Suez yesterday, making a delay of eleven days, to arrive at this port. As regards mails they have been probably transferred to the first steamer following the s.s. *Ernest Simons*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 26th at 3.30 p.m.—Signals lowered.
On the 27th at 1.15 a.m.—The typhoon which doubtless commenced to fill up on entering the coast, appears to have crossed the West river in the neighbourhood of Wuchow last evening.

The barometer has risen considerably in N. China and over the S. coast of China and Tongking. It has fallen quickly in E. Japan, the depression lying near Korea Straits yesterday, having reached the Pacific to the S. of Hokkaido.

Pressure is highest over N. China. It has a tendency to give way again over the S. Philippines.

Strong monsoon may be expected in the Formosa Channel, and the wind will probably shift to the N. and N.E. and freshen along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood. Variable to N.E. winds, light to fresh; fair at first, rain later.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lameck, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, N. winds, fresh.

Shipping.

Arrivals.

Robt. Br. s.s., 1,410, R. W. Almond, 26th Oct.—Manila 23rd Oct. Gen.—S. T. & Co.
Clara Jensen, Ger. s.s., 1,103, J. Bendixen, 26th Oct.—Rangoon via Penang, Singapore and Hongkong 24th Oct. Gen.—J. & Co.
Chiyen, Chih. s.s., 1,177, C. Stewart, 26th Oct.—Canton 25th Oct. Gen.—C. M. S. N. Co.
Fritjof, Nor. s.s., 891, O. Andersen, 26th Oct.—Haiphong and Hoihow 24th Oct. Rice and Gen.—Lagard, Thoresen & Co.
Jacob Diederichsen, Ger. s.s., 533, A. Hansen, 27th Oct.—Haiphong via Pakhoi and Hoihow 25th Oct. Gen.—J. & Co.
Poon, Br. s.s., 4,876, A. F. Vine, R.N.R., 27th Oct.—London and Singapore 21st Oct. Gen.—P. & O. S. N. Co.
Silvia, Ger. s.s., 4,193, Porcellius, 27th Oct.—Hamburg and Singapore 21st Oct. Gen.—H. A. L.
Chihua, Br. s.s., 1,341, J. Speed, 27th Oct.—Canton 16th Oct. Gen.—B. & S.
Devanha, Br. s.s., 4,785, H. Powell, 27th Oct.—Bombay and Singapore 23rd Oct. Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Silvia, for Shanghai.
Chihua, for Shanghai.
Pittsburgh, for Swatow.
Ulla Norvegica, for Nagasaki.
Haiman, for Swatow.
Poon, for Takao.
Chihua, for Weihaiwei.
Thoris, for Swatow.
Hakata Maru, for Singapore.
Hawkeye, for Amoy.
Yama, for Manila.
Swichang, for Kwong-chow-win.
Leah, for Saigon.

Departures.

Oct. 26.
On to for Keelung.
Yamaguchi, for Manila.
Hokkaido, for Hongkong.
Winglung, for Canton.

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.	
On Lot	at Kowloon Dock.
Lyndhurst	" "
Ben Thuy	" "
Shia On	" "
Mathilde	" "

TAIKOO DOCKS.

at Quarry Bay Docks.	
St. Enoch	" "
Strechua	" "
Hupok	" "
Asia	" "
Changsha	" "

CHINA COAST METEOROLOGICAL REGISTER.

October 26th, 1909, a.m.	
Bar. Th. Hu. Wind Ws.	
Vladivostok	30.10 61.0 10 10
Hakodate	30.10 61.0 10 10
Tokyo	30.10 61.0 10 10
Kobe	30.10 61.0 10 10
Kyushima	30.10 61.0 10 10
Oshima	30.10 61.0 10 10
Naha	30.10 61.0 10 10
Yokohama	30.10 61.0 10 10
Manila	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10

VESSELS IN PORT.

Arrivals.	
Arratoon Apar, Br. s.s., 2,931, A. Stewart, 22nd Oct.—Calcutta via Penang and Singapore 16th Oct. Gen.—D. S. & Co. Ltd.	
Asia, Br. s.s., 2,453, Harry Galkroper, 21st Oct.—San Francisco 23rd Sept. Honolulu 10th Oct. Yokohama 13th Oct. Kobe 14th Oct. Nagasaki 16th Oct. Shanghai 19th Oct. Mails and Gen.—P. M. S. Co.	
Austria, Aust. s.s., 4,879, B. Cobol, 24th Oct.—Shanghai 21st Oct. Gen.—S. W. & Co.	
Benalder, Br. s.s., 1,959, A. Toub, 25th Oct.—Mojito 1st Oct. Coal—G. L. & Co.	
Changsha, Br. s.s., 1,469, E. Finlayson, 22nd Oct.—Australia via Ports 18th Oct. Gen.—B. & S.	
Chosing, Ger. s.s., 1,021, J. Bruhn, 20th Oct.—Bangkok 18th Oct. Rice and Mail—B. & S.	
Chowling, Ger. s.s., 1,055, F. Bruhn, 22nd Oct.—Bangkok 18th Oct. Rice—Yuen Fat Hong.	
Chowling, Ger. s.s., 1,115, W. Moller, 25th Oct.—Swatow 24th Oct. Rice—B. & S.	
Ekdale, Br. s.s., 1,946, G. W. Duff, 13th Oct.—Java 26th Sept. Sugar—D. & Co. Ltd.	
Huangchow, Br. s.s., 999, G. Mawley, 23rd Oct.—Canton 22nd Oct. Gen.—B. & S.	
Hilary, Ger. s.s., 1,276, K. Haje, 24th Oct.—Canton 23rd Oct. Gen.—S. W. & Co.	
Hongkong Maru, Jap. s.s., 3,447, S. Togo, 16th Oct.—Mojito 1st Oct. Gen.—T. K. K.	
Kai Ping, Br. s.s., 1,304, McFarlane, 22nd Oct.—Chingwa 17th Oct. Coal—C. E. & M. Co.	
Kumelic, Br. s.s., 4,006, J. Mathie, 25th Oct.—Seattle and Mojito 20th Oct. Flour and Gen.—D. & Co. Ltd.	
Laertes, Br. s.s., 1,340, H. C. D. Frampton, 12th Oct.—Saigon 7th Oct. Gen.—Wo Fat Sing.	
Loongsang, Br. s.s., 1,003, F. Wheeler, 26th Oct.—Manila 22nd Oct. Gen.—J. M. & Co.	
Mathilde, Ger. s.s., 831, A. P. Ulstrup, 24th Oct.—Hoihow 22nd Oct. Fig.—J. & Co.	
Minneapolis, Am. s.s., 13,333, T. W. Gailick, 24th Oct.—Seattle 18th Sept. and Manila 22nd Oct. Gen.—N. Y. K.	
Onsang, Br. s.s., 1,787, E. S. Wooley, 22nd Oct.—Samarang 10th Oct. Sugar—J. M. & Co.	
Pitauk, Ger. s.s., 1,267, F. Reimers, 19th Oct.—Bangkok and Swatow 11th Oct. Rice—B. & S.	
Quarta, Br. s.s., 1,146, H. Madsen, 21st Oct.—Java 9th Oct. Sugar—J. C. J. L.	
Telemaachus, Br. s.s., 1,340, G. Edwards, 23rd Oct.—Saigon 17th Oct. Rice and Gen.—Wo Fat Sing.	
Tijlajap, Dut. s.s., 2,440, F. J. von Emmerick, 25th Oct.—Macassar 16th Oct. Gen.—J. J.	
Tijlajap, Dut. s.s., 2,444, J. B. V. Damme, 25th Oct.—Macassar 20th Sept. Gen.—J. C. J. L.	
Wakamatsu Maru, Jap. s.s., 1,722, O. Aikawa, 23rd Oct.—Wakamatsu 17th Oct. Coal—M. B. K.	
Yawata, Maru, Jap. s.s., 2,366, T. Sekino, 26th Oct.—Yokohama 16th Oct. Potatoes, Onion and Silk, etc.—N. Y. K.	

SAILING VESSELS.

October 26th, 1909, a.m.	
Barometer	Th. Hu. Wind Ws.
29.89	61.0 10 10
Temperature	77 81
Humidity	96 82
Rainfall	2.94

October 27th, 1909, a.m.

Vladivostok	
Nemuro	30.10 61.0 10 10
Hakodate	30.10 61.0 10 10
Tokyo	30.10 61.0 10 10
Kobe	30.10 61.0 10 10
Kyushima	30.10 61.0 10 10
Oshima	30.10 61.0 10 10
Naha	30.10 61.0 10 10
Yokohama	30.10 61.0 10 10
Manila	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10
Shanghai	30.10 61.0 10 10
Amoy	30.10 61.0 10 10
Swatow	30.10 61.0 10 10

October 28th, 1909, a.m.

Barometer	
29.89	61.0 10 10
Temperature	77 81
Humidity	96 82
Rainfall	2.94

Post Office.

CHRISTMAS MAILS.

The public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on Friday, the 12th of November, 1909. In order to facilitate the work and avoid delay it is requested that parcels be posted before the above date. The parcel mail by the long sea route via Gibraltar is due in London on the 18th of December. Parcels may be forwarded by Brindisi with an extra 6s. 6d. cost, such parcels are due to reach London on or about the 10th of December with the Letter Mail. Parcels containing gold or silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same kind of wax, and must bear distinct impressions of some device. This device must be the same on each seal. Straight, curved or grooved lines are not admissible. Buttons or coins must not be used for sealing.

The clerks of this Post Office are strictly forbidden to seal parcels for the public or to affix stamps on letters or parcels.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

Mails from Europe via Siberia:—
Date of Despatch Date due in Vessel.
from London Hongkong Delat.
6th October 29th instant

Only daily prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for:—
Mojito, Kobe, Yokohama, Honolulu, Manila, Salina Cruz, Callao, Iquique, Valparaiso and Coronal—Per Hongkong Maru, 28th Oct. 11 A.M.

Macao—Per Sui Tai, 28th Oct. 1.15 P.M.
Shanghai—Per Chihua, 28th Oct. 3 P.M.
Shanghai—Per Changsha, 28th Oct. 3 P.M.
Singapore, Penang and Calcutta—Per Asia, 28th Oct. 3 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.	Lantzenhauer, O. E.
Allen, F. H.	Lloyd, Mr. and Mrs.
Baron, E. S. I.	G. T. and child
Bark, I. L.	Macdonald, D.
Brown, Miss C.	Markham, R.
Bruce, T. London	Marriott, Dr. O.
Buckland, T. C.	Mason, F.
Burner, Mr. and Mrs.	McIntosh, G. C.
Burnell, C.	Managh, J. E.
Burns, Mr. & Mrs. I.	Millard, F. H.
Clark, G. H.	Moberly, Mrs. C. H. D.
Clark, M. O.	Mores, H. J.
Clement, Misses (3)	O'Donovan, J. J.
Coban, S. L.	Osborne, Mr. and Mrs.
Colvin, H. E.	N.
Condon, H. L.	Ottar, G.
Crawford, Mr. & Mrs.	Packer, B. L.
Creed, C. L.	Petrol, Mr. and Mrs.
Curry, G.	E. L.
Day, E. W.	Reanne, Miss S. C.
Delmar, G. C.	Redington, Miss L. M.
Drum, Capt. and Mrs.	Rednall, R. E.
Fairbank, Mr. & Mrs.	Rees-Davies, Hon. Mr.
F. M.	Rossick, Dr. Adolf
Finlayson, T. M.	Rutherford, B.
Footaine, Mr. and Mrs.	Schlutz, Miss M.
Fraser, D. C.	Schwer, Miss I.
Fuller, Deanna	Scott, Miss B.
Gill, Miss E. H.	Siebenscheit, Mr. and Mrs.
Gill, Miss V. H.	Soffietti, Paul
Graham, Mr. and Mrs.	Spalding, R. M. Surgeon
G. L.	and Mrs. A. D.
Hall, Mr. and Mrs. G.	Spillies, J.
Hall, Capt. T. G.	Squires, Miss A.
Hannon, C. P.	Stabbing, W. T.
Hart, Mrs. and Mrs.	Stockhausen, C.
Hawthorne, A. R.	Swift, F. M.
Hawthorn, Hon. Mr. and Mrs.	Thayer, Mr. and Mrs.
Mrs. E. A.	R. O.
Hough, Dr. S.	Thompson, Mr. & Mrs.
Howard, Mr. & Mrs.	M. L.
S. S.	Tolman, Mrs. T. B. & child
Hegard, T. S.	Tompson, C.
Hobson, I.	Walker, H. H.
Innes, Capt. R.	Walters, A. R.
Kench, O. C.	Whitcomb, B.
Kling, Mr. and Mrs.	Whitmark, A.
Knight, W. B.	Wood, G. G.
	Wright, C. H.

PEAK.

Alabaster, Mr.	Leak, Mr.
Auld, Mr.	Lieb, H.
Archibut, Mr.	Lieb, Miss
Aubrey, Dr.	Logan, Major & Mrs.
Autcott, E. F.	Logan, Major & Mrs.
Bates, Mr.	May, E. A. G.
Bayard, Col. and Mrs.	Mason, Mrs.
Bowling, Mrs.	Nicholson, Mr.
Bowen, Mr. and Mrs.	Orr, J. W.
Brewer, Hon. & Mrs.	Peasont, W. G. G.
A. W.	Phillips, Mr. and Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch vessel	700	4	3,000	Commander C. T. K. Fuller	Nagasaki
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. O. Ryan	Shanghai
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzpatrick	San Francisco
Bramble	river gunboat	710	6	900	Lt. Comdr Hon. R. O. B. Bridgeman	Weihaiwei
Bytown	river gunboat	710	6	900	Lt. Comdr H. L. P. Noble	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Master S. West	Hongkong
Cherub	water tank and tug	390	—	300	Commander C. T. Borrett	Weihaiwei
Clio	sloop	1,070	6	1,400	Lt. Comdr Thomas	Hongkong
Cornwall	torpedo boat destroyer	306	6	5,700	Captain Rowland Nugent	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Lt. Comdr G. Heathcote	Weihaiwei
Hardy	torpedo boat destroyer	375	6	4,000	Lt. Comdr G. Heathcote	Hongkong
Hart	torpedo boat destroyer	375	6	4,000	Lt. Comdr G. Heathcote	Hongkong
Hebe	torpedo boat destroyer	375	6	4,000	Captain G. O. A. Marouscau	Nagasaki
Ken	cruiser, 1st class	9,800	14	22,000	Captain G. O. A. Marouscau	Nagasaki
Kent	cruiser, 1st class	14,100	18	30,000	Captain G. O. A. Marouscau	Nagasaki
King Alfred	river gunboat	616	4	1,200	Lt. Comdr J. T. J. Lys	Yangtze
Kilbride	surveying ship	1,070	6	1,400	Captain F. G. Learmonth	Yangtze
Merlin	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Yangtze
Monmouth	river gunboat	180	3	800	Lt. Comdr G. P. Leith	Yangtze
Moorehead	river gunboat	85	3	240	Lt. Comdr R. S. Roy	Yangtze
Nightingale	torpedo boat destroyer	350	6	6,300	Lt. Comdr B. J. Guy, V.C.	Yangtze
Orion	river gunboat	85	3	240	Lt. Comdr J. White	Yangtze
Robin	river gunboat	85	3	240	Lt. Comdr H. R. Tickell	Yangtze
Sandpiper	river gunboat	85	3	240	Lt. Comdr Alan Dixon	Yangtze
Salpica	torpedo boat destroyer	250	6	6,500	Gunner W. Barlow	Yangtze
Taken	receiving ship	4,950	6	—	Commander A. Lyon	Yangtze
Tamar	river gunboat	180	3	800	Lt. Comdr H. R. Godfrey	Yangtze
Teal	river gunboat	710	6	900	Commander S. Eversen	Yangtze
Thistle	torpedo boat destroyer	355	6	6,300	Lt. Comdr H. P. Douglas	Singapore
Waterwitch	surveying ship	620	4	450	Lt. Comdr C. A. Fremantle	Weihaiwei
Whiting	torpedo boat destroyer	350	6	6,300	Lt. Comdr J. R. Knox	Yangtze
Widgeon	river gunboat	195	3	550	Lt. Comdr H. R. V. Cottrill-Dorman	Yangtze
Woodcock	river gunboat	150	3	550	Lt. Comdr G. R. Livingston	Yangtze
Woodcock	river gunboat	150	3	550		

* Flying Flag of Vice-Admiral the Honorable Sir

